

SERIAL NO CV-2

# U.S.S. LEXINGTON-CV2

## BOOKLET OF GENERAL PLANS

# "RESTRICTED"

NOTE: IF COPY OF THIS BOOKLET IS DESTROYED OR CUSTODY CHANGED, THE YARD BY WHOM ISSUED SHOULD BE SO NOTIFIED

## ACCOUNTABLE

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PREPARED AT  
NAVY YARD PUGET SOUND

RETRACED FROM BOOKLET BU.C&R. NO.  
123062A TO I INCL. PREPARED BY:  
BETHLEHEM SHIPBUILDING CORP.

TRACED: *Quater J. Schmidt*

CHECKED: *Paul W. Comings*

SUPERVISOR: *H. E. Bailey*

CHIEF DRAFTSMAN: *H. E. Bailey*

DATE: 3-26-36

APPR'D. *R. Hanson* CAPT. (C-3) U.S.N.

PLANNING OFFICER

BU.C&R. NO. 123062

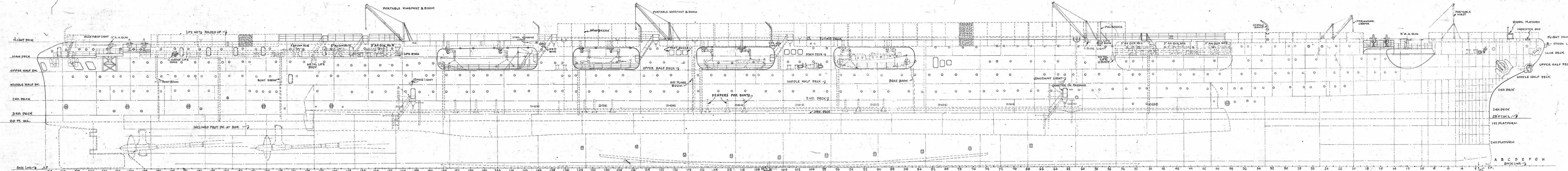
### ALTERATIONS

NAVY YARD	DATE	DESCRIPTION	APPR'D
NY.P.S.	3-26-36	RETRACED AND CORRECTED TO 10-15-35 AND REVISED TO CONFORM WITH BU.C&R LETTER NO. 51-3 (4)(R1) EN7/A2-11(271) OF 24 JAN. 1934, AND BU. C. & R. LETTER 51-3 (4)(DC) EN7/A2-11 OF 20 MARCH 1935.	<i>K 12</i> <i>21/10/36</i>
NY.P.S.		SEARCHLIGHT PLATFORM ON STACK DELETED. NEW BARRIERS, ARRESTING GEAR & DECK EXTENSION ADDED TO FLIGHT DECK. COMPT. A-622/2-T ADDED IN HOLD & INNER BOTTOM. MISCELLANEOUS COMPT. ASSIGNMENTS AND NUMBERS MODIFIED AND OTHER MINOR CHANGES CORRECTED TO 4/9/37.	<i>R 22</i> <i>4/9/37</i>
R.S.N.Y.	11/1/39	TOP OF PILOT HOUSE: FLAG PLOT. EXTENDED. FLIGHT DK: 40' MB. CHANGED TO 40' M.L. MAIN DK: HATCH FR. 16 P. RELOCATED TO STBD. RADIO STOREROOM CHANGED TO MOVIE BOOTH, FR. 82 E. UPPER HALF DK: 1ST LIEUT. OFF. CHANGED TO ASSEMBLY & REPAIR OFF. VF-2 SQUADRON OFF. FR. 19 PADDED. MIDDLE HALF DK: 1ST LIEUT. NAVIGATOR, & DAMAGE CONTROL OFFICES RELOCATED. 2ND HANGER DK: 2-30' S.W.B. FR. 12 & 13 ADDED, D-30M CHANGED TO D-334-T, D-201-B CHANGED TO D-201-L. 3RD DK: PORTABLE BAT. CHARGING STATION CHANGED TO ELECT. STOREROOM, FR. 152 E. 1ST COMP. PLAT: 1200 CHANGED TO DIESEL OIL. THE FOLLOWING VOID COMPTS. CHANGED TO FRESH WATER BALLAST TANKS: A-22-W, A-26-W, A-38-W, A-40-W, A-52-W, A-64-W, A-66-W, A-70-W, A-72-W, A-78-W, A-84-W, A-86-W, A-88-W, A-89-W, A-46-W, AND A-462-W. AUTH. BU.C&R LETTER CV2/S29-B (C&DC) OF 7 JAN. 1939. A-622/2-T CHANGED TO A-914 1/2-T & OTHER MISCL. MINOR CHANGES.	<i>R 17 C</i> <i>1/31/39</i>
R.S.N.Y.	5-7-41	2 ND. PLATFORM: CHANGED A-510M TO 3/50 CAL. A.A. AMM. D-515A TO D-515M ORDNANCE STORES. CHANGED D-512 A TO 5" A.A. AMM. D-512 M. 3RD. DECK: DELETED TRANSOMS IN C.P.O. QUARTERS. A-308L, A-309L AND A-310L. CHANGED D-343 A TO G.S.K. STORES. CHANGED D-347 A TO SHIP'S SERV. STORES. 2ND. DECK: DELETED CAPSTAN ROOM. MIDDLE HALF DECK: CHANGED A-116-TL TO CREW. CHANGED D-110-A TO LAUNDRY ISSUE ROOM. UPPER HALF DECK: RELOCATED WM. BHD. IN A-0103-A. MAIN DECK: ADDED 3" A.A. GUN ON GUN PLATFORMS FORE AND AFT. EXTENDED FORWARD GUN PLATFORM. FLIGHT DECK: RELOCATED CRASH BARRIERS. ADDED LIFE NETTINGS P&S SIDES. BRIDGES: CHANGED TOP OF DECK HOUSE & SALUTING GUN PLATFORM. ADDED 50 CAL. A.A. MACHINE GUNS ON TURRET TOP. AND OTHER MISCELLANEOUS MINOR CHANGES.	<i>R 20</i> <i>1/1/41</i>

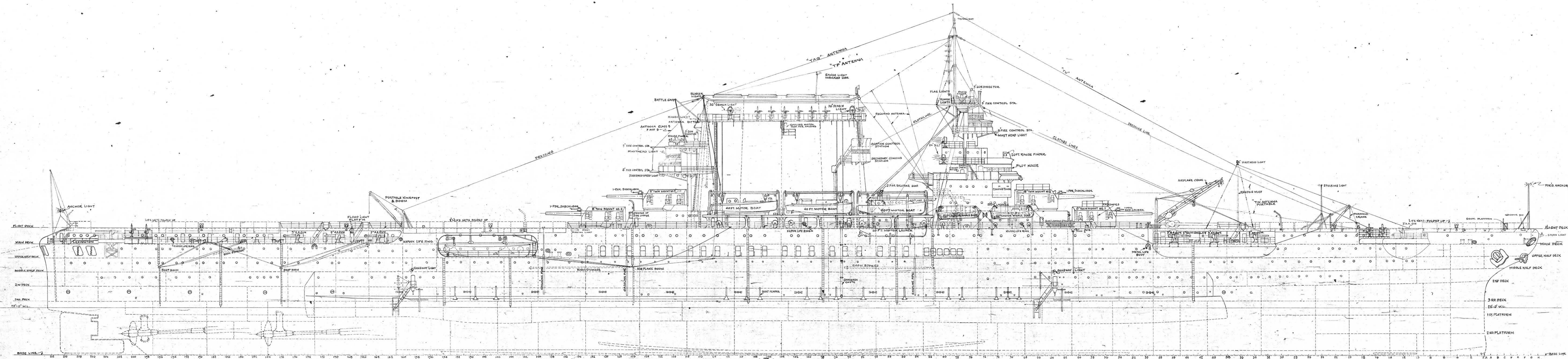
*RETRACTED FROM BOOKLET*  
*By Ship's Letter Chief*  
*1400 Dickson*  
*19 July 1961*

GENERAL DIMENSIONS	COMPLEMENT				SMALL BOATS			FIRE PLUGS																			
	COMPLEMENT				NO.	SIZE	MEN	PLUG NO.	DECK	SIDE	FRAME	COMPT.	PLUG NO.	DECK	SIDE	FRAME	COMPT.	PLUG NO.	DECK	SIDE	FRAME	COMPT.	PLUG NO.	DECK	SIDE	FRAME	COMPT.
COMMANDING OFFICER	1							6-68	HOLD	S	68	A 80 E	2-63-1	SECOND DECK	S	63-64	A 212-T	01-83	UPPER HALF	P	83-84	BOAT RECESS	03-50	FLYING DECK	S	49-50	WEATHER
WARDROOM OFFICERS	42				4	50 FT. MOTOR LAUNCHES	190 760	6-76-1	DO	S	76	B 1	2-63-2	DO	P	63-64	A 212-T	01-111	DO	P	111-112	DO	03-61	DO	S	61-62	DO
JUNIOR OFFICERS (ENSIGN)	21				5	40 FT. MOTOR BOATS	37 185	6-76-2	DO	P	76	B 2	2-79	DO	S	79-80	B 201	01-125	DO	P	125-126	DO	03-81	DO	S	82-82	DO
WARRANT OFFICERS	18							6-89-1	DO	S	88-89	B 3	2-83	DO	P	83-84	B 201	01-144-1	DO	S	144-145	DO	03-96	DO	S	96-97	DO
TOTAL SHIPS OFFICERS	82							6-89-2	DO	P	88-89	B 4	2-88	DO	S	88-89	B 201	01-144-2	DO	P	144-145	DO	03-111	DO	S	111-112	DO
AVIATION OFFICERS :					1	40 FT. MOTOR LAUNCHES	90 90	6-91-1	DO	S	91-92	B 5	2-94	DO	P	94-95	B 201	01-158	DO	S	158-159	C-0105 T	03-126	DO	S	126-127	DO
WARDROOM OFFICERS	94				2	36 FT. MOTOR LAUNCH	70 140	6-91-2	DO	P	91-92	B 6	2-96	DO	P	96-97	B 208-T	01-159	DO	P	159-160	C-0104 T					
JUNIOR OFFICERS	21				2	26 FT. MOTOR WHALE BOATS	40 80	6-103-1	DO	S	103-103	B 7	2-107	DO	P	107-108	B 214-T	01-172	DO	P	172-173	C-0106 L					
TOTAL AVIATION OFFICERS	115				2	14 FT. PUNTS		6-103-2	DO	P	103-103	B 8	2-121-1	DO	S	121-122	B 201	01-173	DO	S	173-174	C-0107 L					
TOTAL OFFICERS	197							6-105-1	DO	S	105	B 9	2-121-2	DO	P	121-122	B 201	01-186	DO	S	186-187	D-0101 E					
TOTAL CAPACITY							1299	6-105-2	DO	P	105	B 10	2-124	DO	P	124-125	B 218-T	01-187	DO	P	187-188	D-0102 E					
6-117-1	DO	S	116-117	B 11	2-138	DO		6-117-2	DO	P	116-117	B 12	2-144	DO	S	144-145	B-201	02-9	MAIN DECK	S	9-10	A-0201-E					
6-119-1	DO	S	119-120	B 13	2-145	DO		6-119-2	DO	P	119-120	B 14	2-161	DO	P	145-146	C-208-T	02-26	DO	S	27-27	A-0203 L					
6-132-1	DO	S	131-132	B 15	2-170-1	DO		6-132-2	DO	P	131-132	B 16	2-170-2	DO	P	161-162	B-201	02-31	DO	S	31-32	WEATHER					
4-49	FIRST PLATFORM	S	49-50	A-426-T	2-186-1	DO		4-50	DO	P	49-50	A-426-T	2-186-2	DO	P	170-171	B-201	02-37	DO	P	37-38	A-0204 L					
4-61-1	DO	P	61-62	A-443-T	1-23	MIDDLE HALF		4-61-2	DO	S	61-62	A-444-T	1-36	DO	P	170-171	B-201	02-39	DO	P	39-40	WEATHER					
3-48	THIRD DECK	S	48-49	309-L	1-48	DO		3-40	DO	P	40-41	A-308-L	1-61	DO	S	186-187	D-201-B	02-47	DO	P	47-48	DO					
3-66-1	DO	S	66-67	A-312-E	1-63	DO		3-66-2	DO	P	66-67	A-312-E	1-79	DO	P	186-187	D-201-B	02-48	DO	P	48-49	A-0205 L					
3-79-1	DO	S	79-80	B-1	1-113	DO		3-79-2	DO	P	79-80	B-1	1-113	DO	P	23-24	A-107-L	02-55	DO	P	54-55	WEATHER					
3-89	DO	S	89-90	B-3	1-144-2	DO		3-93	DO	P	93	B-324-T	1-144-1	DO	S	63-64	A-111-L	02-63	DO	S	63-64	A-0206 L					
3-105	DO	S	105-106	B-9	1-159	DO		3-121	DO	P	121	C-322-T	1-162	DO	P	63-64	A-111-L	02-63	DO	S	82-83	B-0203 TL					
3-133	DO	S	133-134	D-301-A	1-170	DO		3-137	DO	P	137-138	D-301-A	1-171	DO	P	79-80	B-102-L	02-83	DO	P	83-84	BOAT RECESS					
3-143-2	DO	P	143-144	D-301-A	1-186	DO		3-143-1	DO	S	143-144	D-301-A	1-187-1	DO	P	113-114	B-112-L	02-95	DO	P	95-96	DO					
3-160-2	DO	P	160-161	D-322-A	1-187-2	DO		3-160-1	DO	S	160-161	D-322-A	1-201	DO	P	124-125	B-114-L	02-112-1	DO	S	112-113	B-0209-L					
3-170	DO	P	170-171	D-322-A	01-26	UPPER HALF		3-173	DO	S	173-174	D-340-E	01-37	DO	P	144-145	C-104-TL	02-112-2	DO	P	112-113	BOAT RECESS					
3-176	DO	P	176-177	D-340-E	01-47	DO		2-37	SECOND DECK	P	37-38	A-207-L	01-63-1	DO	S	144-145	C-103-TL	02-124	DO	S	124-125	B-0212 L					
2-49	DO	S	49-50	A-210-L	01-63-2	DO		2-49	DO	S	49-50	A-210-L	01-63-2	DO	P	159-160	C-110-L	02-126	DO	P	126-127	BOAT R.					
RECAPITULATION OF FIRE PLUGS																											
HOLD 17																											
FIRST PLATFORM 4																											
THIRD DECK 19																											
SECOND DECK 21																											
MIDDLE HALF DECK 18																											
UPPER HALF DECK 17																											
MAIN DECK 30																											
FLYING DECK 6																											
TOTAL 132																											

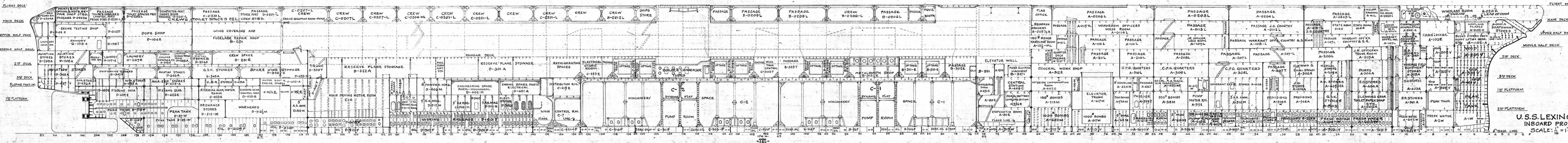
U. S. S. LEXINGTON  
GENERAL INFORMATION



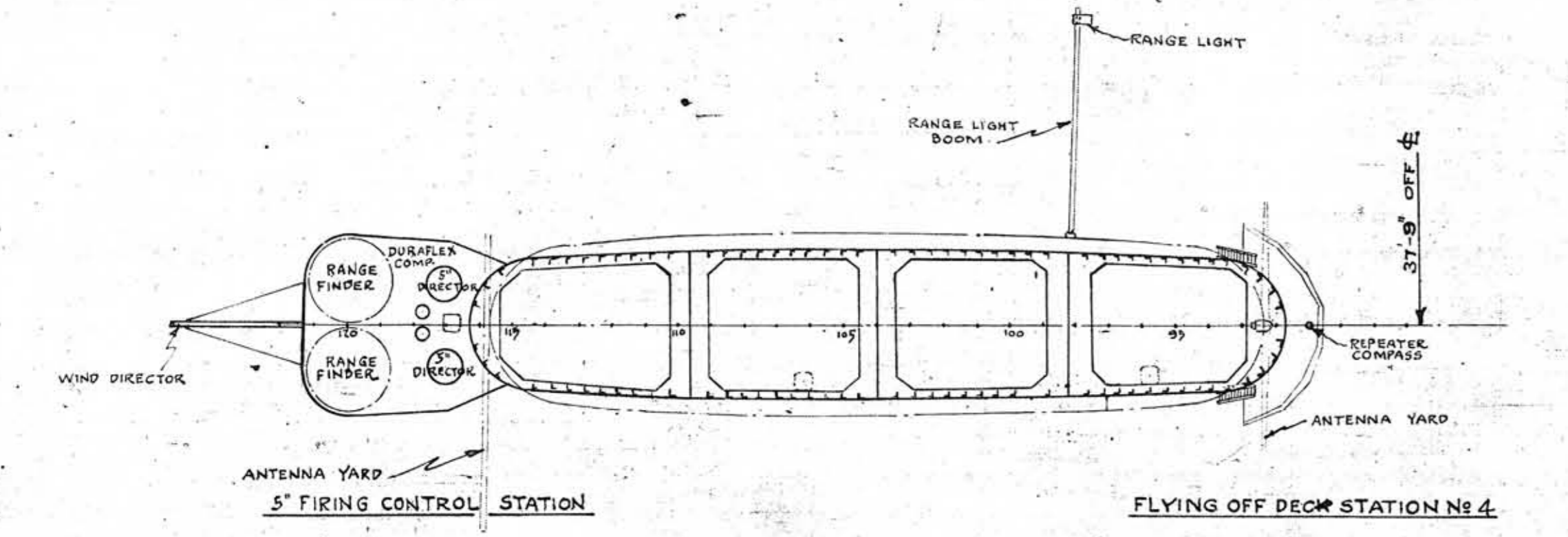
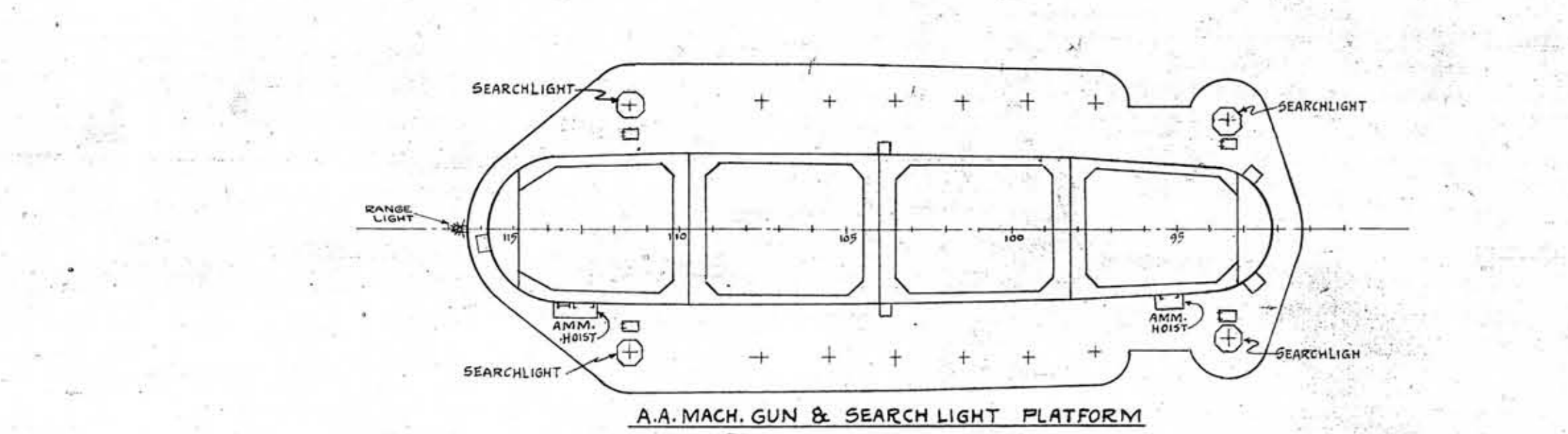
U.S.S. LEXINGTON  
OUTBOARD PROFILE POR  
SCALE:  $\frac{1}{16}'' = 1'-0''$



U.S.S. LEXINGTON  
OUTBOARD PROFILE STARBOARD  
SCALE: 1/16" = 1'-0"



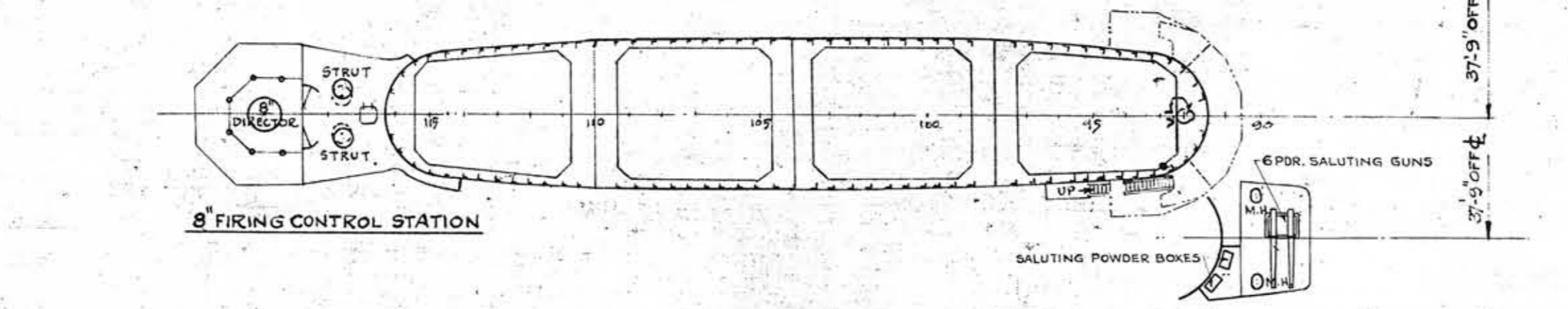
U.S.S. LEXINGTON  
INBOARD PROFILE  
SCALE: 1/16" = 1'-0"



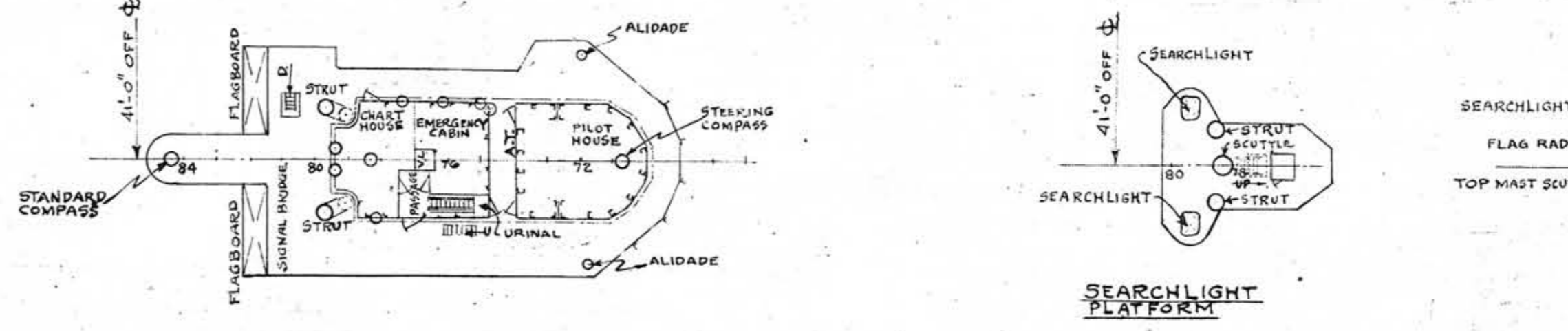
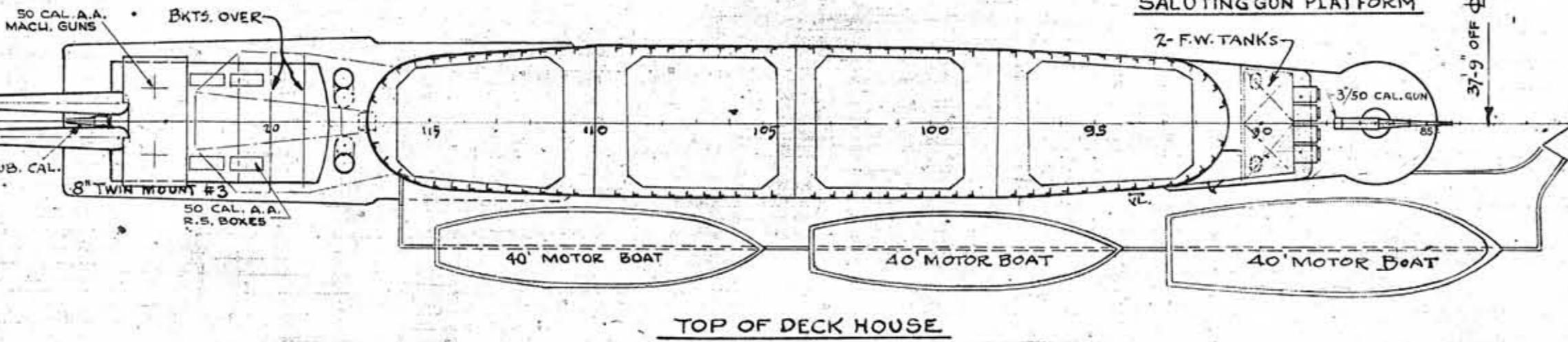
FLYING OFF DECK STATION No 4



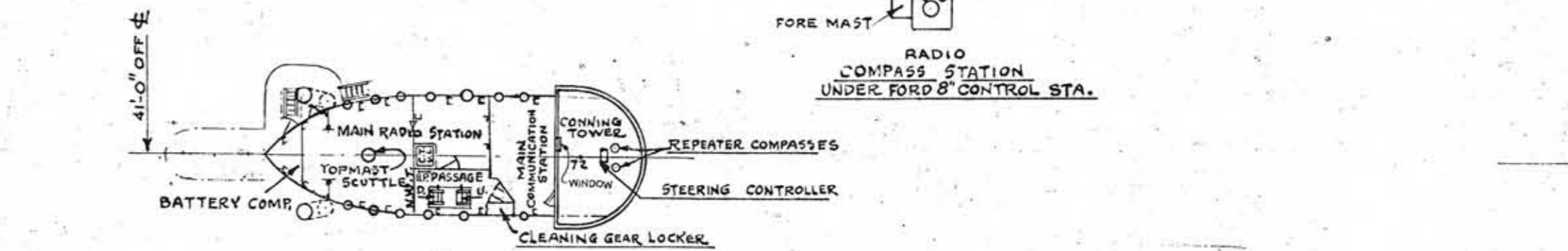
SECONDARY CONNING STATION



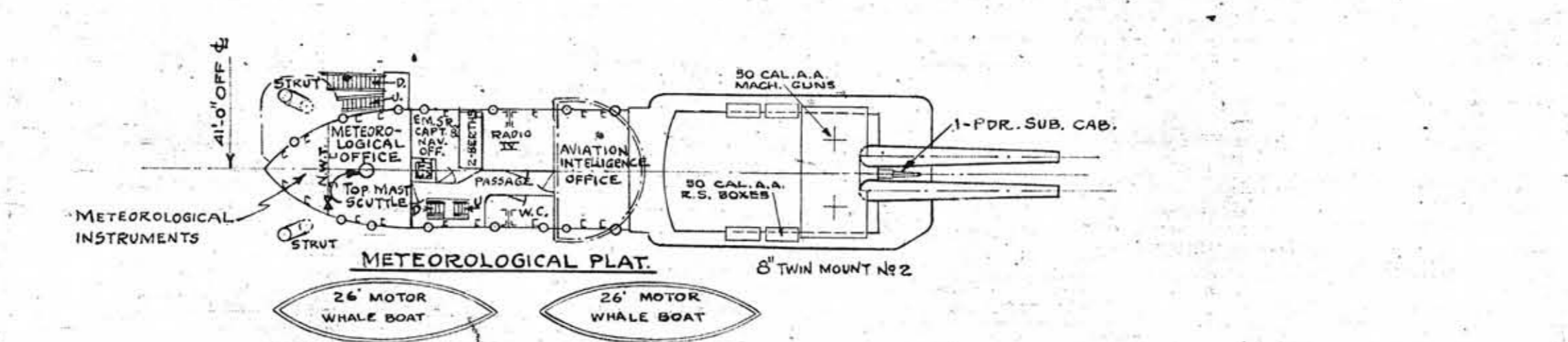
SALUTING GUN PLATFORM



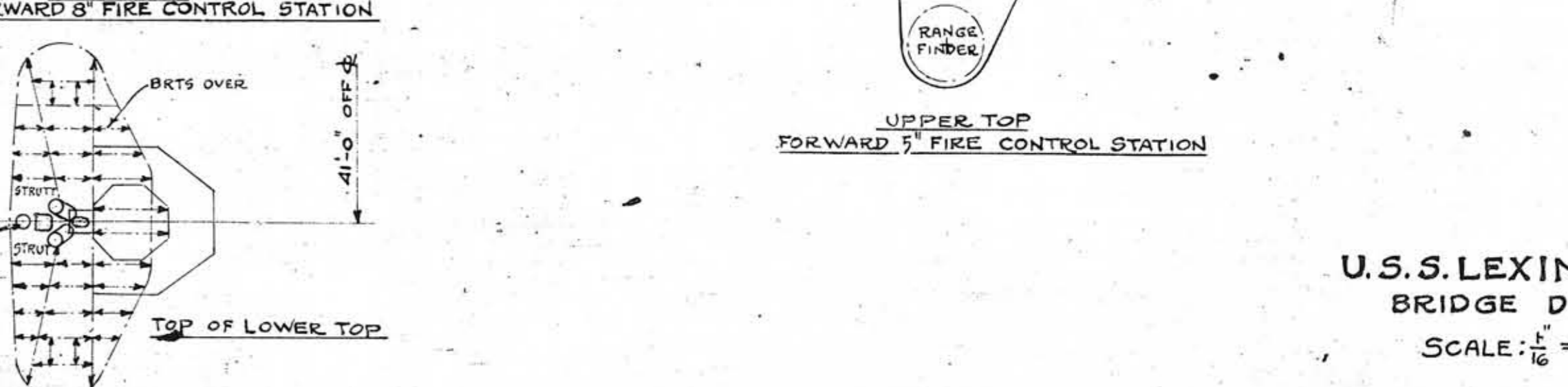
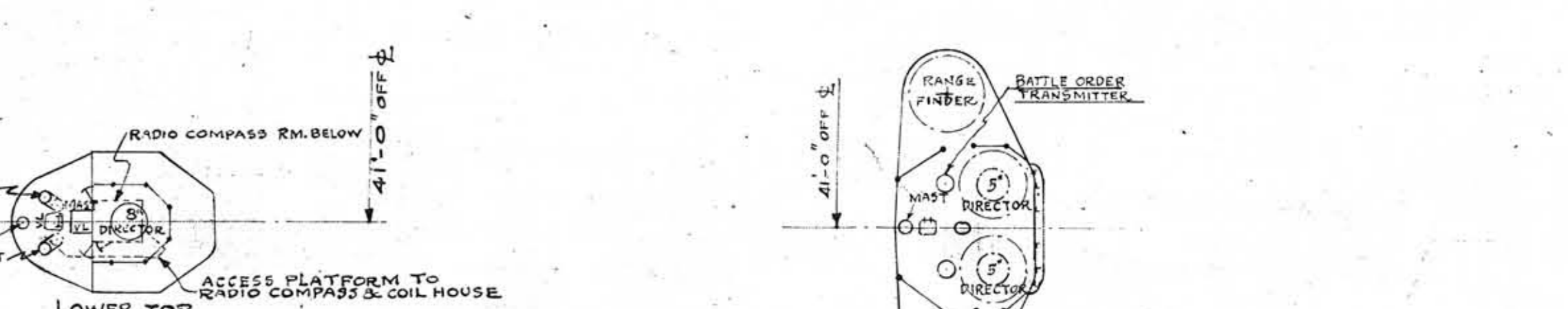
NAVIGATING BRIDGE



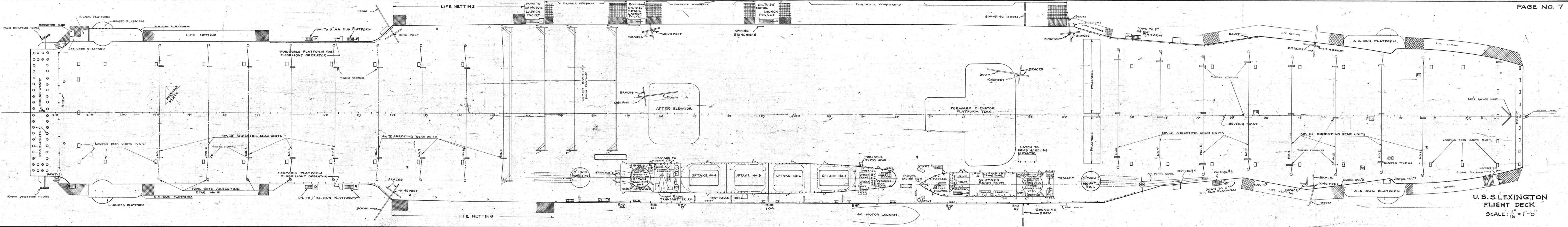
COMMUNICATION PLATFORM



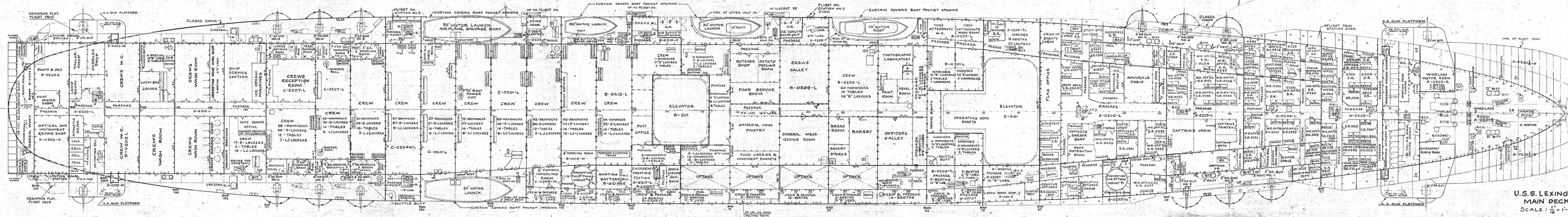
METEOROLOGICAL PLAT

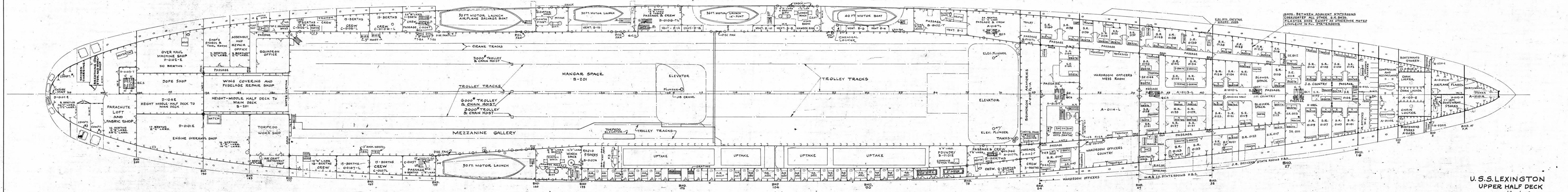


UPPER TOP FORWARD 5" FIRE CONTROL STATION



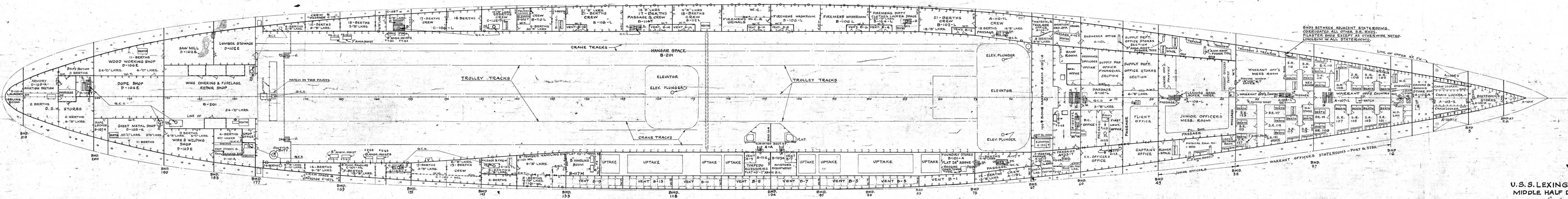
U.S.S. LEXINGTON  
FLIGHT DECK  
SCALE: 1/16" = 1'-0"





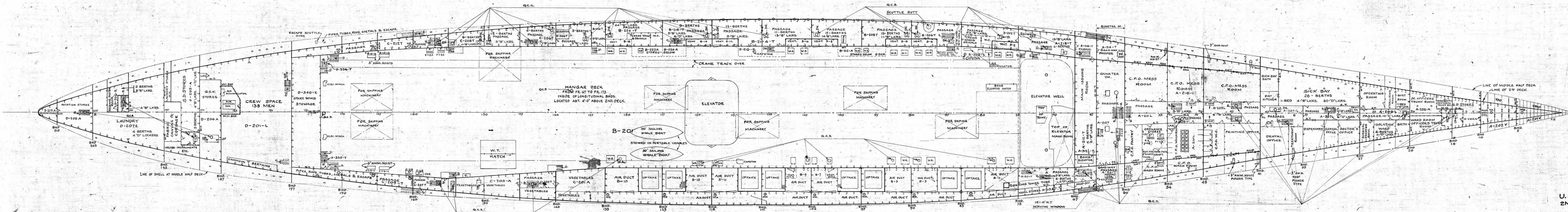
BHDS. BETWEEN ADJACENT STATEROOMS CORRUGATED ALL OTHER S.R. BHDS. PILASTER BHDS EXCEPT AS OTHERWISE NOTED LINOLEUM IN ALL STATEROOMS

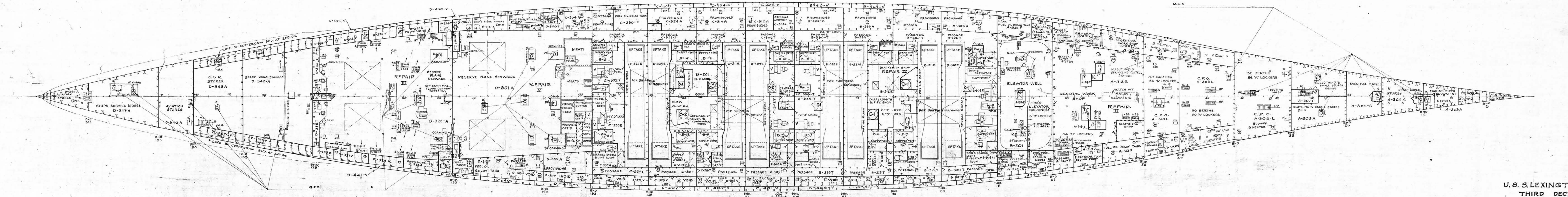
U. S. S. LEXINGTON  
UPPER HALF DECK  
SCALE: 1/16" = 1'-0"



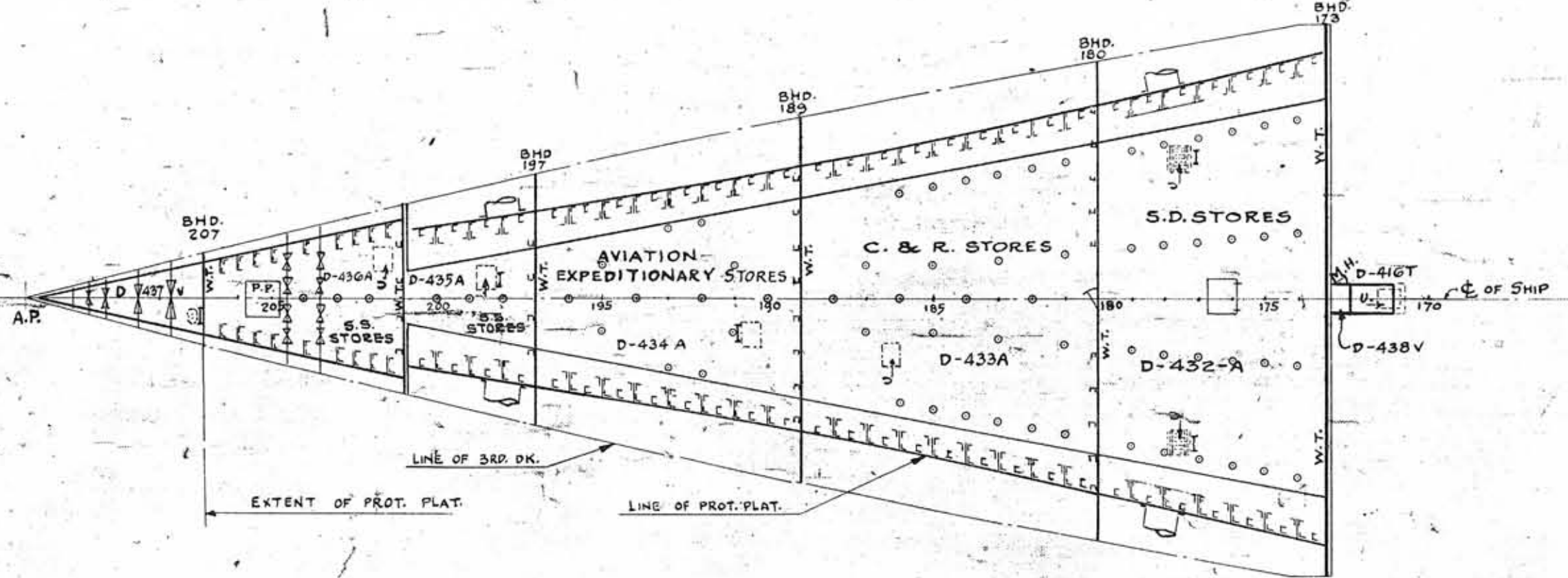
BHDS BETWEEN ADJACENT STATEROOMS CORRUGATED. ALL OTHER S.R. BHDS. PILASTER BHDS EXCEPT AS OTHERWISE NOTED. LINOLEUM IN ALL STATEROOMS.

U.S.S. LEXINGTON  
MIDDLE HALF DECK  
SCALE: 1/16" = 1'-0"

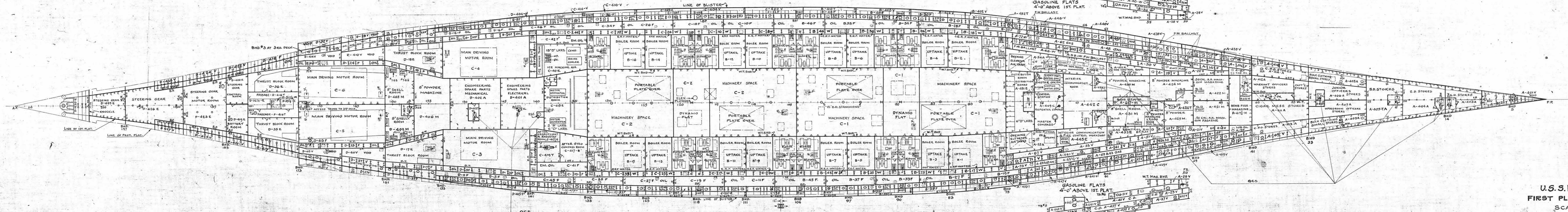




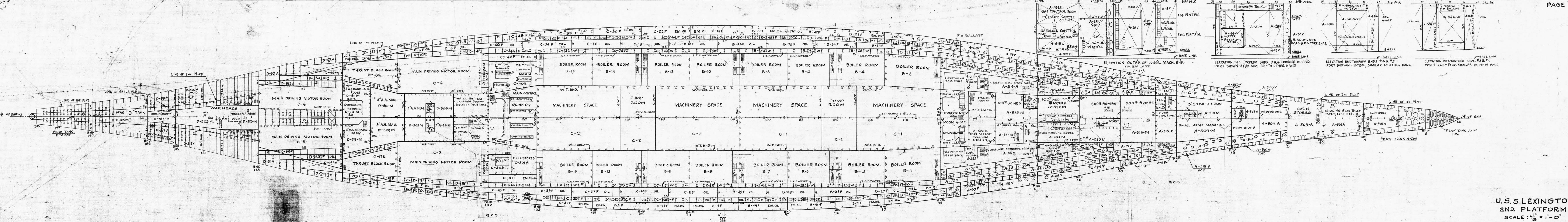
U.S.S. LEXINGTON  
THIRD DECK  
SCALE: 1/16" = 1'-0"



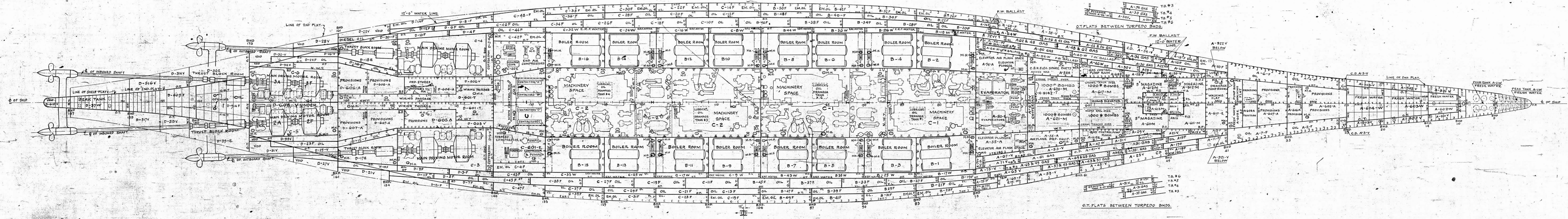
U.S.S. LEXINGTON  
INCLINED PROTECTIVE PLATFORM  
SCALE:  $\frac{1}{16}'' = 1'-0''$



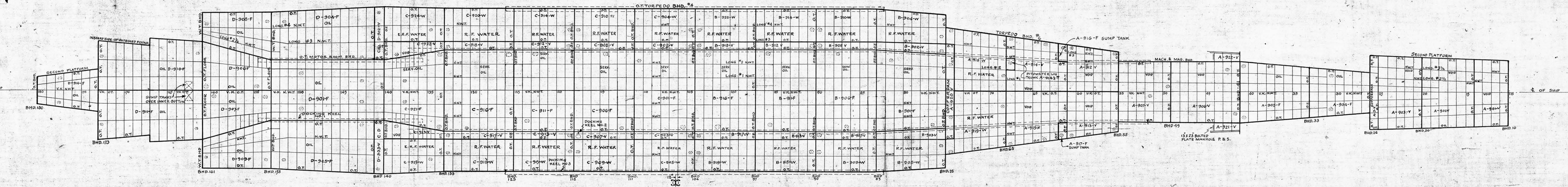
U.S.S. LEXINGTON  
FIRST PLATFORM DECK  
SCALE: 1/16" = 1'-0"



U. S. S. LEXINGTON  
2ND. PLATFORM  
SCALE:  $\frac{1}{16}'' = 1' - 0''$



U.S.S. LEXINGTON  
HOLD  
SCALE:  $\frac{1}{16}'' = 1'-0''$



U.S.S. LEXINGTON  
INNER BOTTOM EXPANDED  
SCALE:  $\frac{1}{16}'' = 1'-0''$